for an indefinite trike by the end of November to protest against the Central Government's refusal to pay interim relief to its employees in the State; and

(b) if so, what is Government's reaction (hereto ?

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL DEVELOPMENT IN THE MINISTRY OF INDUSTRY (SHRI M. ARUNA-CHALAM): (a) It is a fact that the local unions have served notices on the managements of certain Central public sector undertakings belonging to the engi-neering, textile and Jute sectors located in West Bengal for going on indefinite strike from the end of November demanding payment of interim relief.

(b) The matter is under consideration.

National Small Industries Corporation Limited

887. SHRI J. P. GOYAL: Will the Minister. of INDUSTRY be pleased to state:

(a) whether it is a fact that the National Small Industries Corporation Limited has initiated proceedings in a court of law against some erring firms/individuals who owe some amount of money to it;

(b) if so, what are the details in this regard; and

(c) what is the progress of each such case ?

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL DEVELOPMENT IN THE MINISTRY OF INDUSTRY (SHRI M. ARUNA-CHALAM): (a) Yes, Sir.

(b) and (c) Court cases arise out of normal business transactions conducted by 5 regional offices and 12 branch offices of National Small Industries Corporation. These are filed, for recovery of Corporation's dues, by the regional offices in pursuance of the powers vested in them. The position in respect of these cases as on 31-3-87 is as follows: —

Reason	No. of cases	Total amount involevd in law suits (including normal & nonal interest) (Rs. in Lakhs')
R. O. Delhi	215	312-0!
R. O. Calcutta &	136	97 18-60
Guwahati R. O.	18	94-02
Madras R. O.	125	99-97
Bombay	11:	
	609	622. 40

The cases are subjudice and are under the purview of the various High-courts.

Production of Cars

888. DR. MOHD. HASHIM KIDWAI: Will the Minister of INDUSTRY be pleased to state:

(a) the position with regard to the production of various types of cars in the country during the years, 1985-86, 1986-87 and during the first half of the current financial year;

(b) the total sale of these cars in the country during the same period, yearwise;

(c) the number of cars exported during the period; and

(d) the names of countries which are buyers of Indian Cars ?

THE MINISTER OF STATE IN THE I DEPARTMENT OF INDUSTRIAL DEVELOPMENT IN THE MINISTRY I OF INDUSTRY (SHRI M. ARUNA-

CHALAM): (a) to (d) A Statement is annexed.

Statement

SI. No.	Name of manufacturer	Production 19g5-87	1986-88 (April September)	1987-86	1985-86	Sale 1986-88	1987-87 (April September)	No. of cars Exported 1985 86	1986-S7	1987 88
1	2	3	4	5	(6)	(7)	(8)	(9)	(10)	(11)
1.	M/s Hindustan Motors Ltd.	23238	22391	11437	23414	22379	11024			
2.	*M/s Maruti Udyog Ltd.	49718	73762	46619	47201	752'34	44460		+ 100 (SKD)	+ 500
3.	M/s Premier Automobiles Ltd.	29265	27050	16119	29266	26833	16037			
4.	M/s Sapani Automobiles Ltd.	398	18	—	363	18				
5.	M/s Standard Motor Products of India Ltd.	185	1473	356	182	1473	356			

tfVame *ofhnportor Country* — (BANGLADESH, NEPAL & HUNGARY)

♦Maruti data includes van also.

Indigenisation of Maruti Cars

889. SHRI AJIT P. K. JOGI: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that indigenisation of Maruti cars has not progressed as per the projections made earlier;

(b) if so, what are the reasons for this delay;

(c) what percentage in terms of the total cost of the Maruti car continues to be imported and what was this percentage during the last two years;

(d) whether it is a fact that the Japanese collaborators are deliberately not cooperating in the process of indigenisation so that they can keep their export earnings high; and

(e) whether the frequent changes in the > model of the car is also a deliberate' attempt to check the progress of indigenisation ?

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL DEVELOPMENT IN THE MINISTRY OF INDUSTRY (SHRI M. ARUNACHALAM): (a) While Maruti Udyog Ltd. have achieved the projected indigenisation for in-house manufacture, there have been some short-falls in ancillary development.

(b) The main reasons for slower indigenisation are as follows: —

(i) Delay on the part of component manufacturers in India to take decisions on investment and acquisition of technology for expanding their production capabilities and upgrading quality to the levels required by Maruti.